

COUNTRY Germany Approved For Release 2003/08/12 : CIA-RDP82-00457R014400140007-4

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TOPIC Merseburg AirfieldEVALUATION see belowPLACE OBTAINED                     

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DATE OF CONTENT 25 July to 14 August 1952DATE OBTAINED                     DATE PREPARED 23 September 1952REFERENCES                     PAGES 2 ENCLOSURES (NO. & TYPE)                     REMARKS                     

- ☐ 1. The following air activity was observed at Merseburg airfield between 25 July and 8 August 1952:

25 July. Between 8:30 a.m. and 1 p.m., 24 aircraft were counted crossing over the field.

26 July. Between 2 and 7 p.m., 18 MiG-15s were observed crossing over the field.

29 July. Between 9 a.m. and noon, four MiG-15s flew over the field at an altitude of about 1,000 meters heading south. The planes flew in a four finger formation. The interval between the individual planes was about three wing spans. When coming in to land, the planes flew in echelon formation.

30 July. Between 10 a.m. and 1 p.m., sixteen aircraft were observed crossing over the field.

1 August. Between 9 a.m. and noon, 21 MiG-15s practiced flying.

5 August. No air activity was observed between 5 and 7 p.m.

6 August. Between 8 a.m. and noon, there was flying by MiG-15s, a biplane and a Yak-14. Eighteen planes were counted while crossing over the field.

8 August. MiG-15s practiced flying between 7:30 and 10 a.m. \*

- ☐ 2. The following observations were made at the field between 11 and 14 August:

11 August. Night flying was practiced after 8:30 p.m. The planes flew in elements of two. Up to four elements flying individually were observed in the air at the same time. The distance and interval between the two planes of the individual elements was 1 1/2 to 2 aircraft lengths and wingspans respectively. The planes took off toward the west, then headed north and approached for a landing from the east. During the landings, no searchlights were in operation nor were landing lights on the aircraft used, but the seven red spotlights east of the eastern end of the runway were switched on.

12 August. There was air activity between 8 a.m. and 6 p.m. After 3 p.m., about six MiG-15s practiced diving. They approached from the south at an altitude of about 2,000 meters. Over the Leuna Plant, the engines were throttled down so that their noise was no longer heard. After reducing speed the aircraft winged over and dived at a point about at the eastern end of the runway. The dive was rather short since the planes began to pull out of the dive at an altitude of about 1,400 meters. At a height of 600 to 700 meters, the planes had their normal flying position. They climbed again and headed south. Each plane made 16 to 18 such dives.

13 and 14 August. No air activity was observed. At 8 p.m. on 14 August, a Yak-14 plane landed at the field coming from the south. At 7 p.m., 25 MiG-15s were counted at the field. \*

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3. Reconstruction work was being done on the destroyed buildings at the field. Some of them were provided with roofs and windows. \*\*
4. On 14 August, 15 tents and 10 to 12 trucks, as well as 6 AA gun barrels were observed on the eastern edge of the field. Another battery was located near the target range. A third battery which was previously located west of the hangar was no longer observed. \*\*\*
5. All the air force officers wore double-breasted uniforms with blue epaulets and golden aviation insignia.

25X1 \* Comment. Air activity by the fighter regiment at Perschburg airfield continues to follow the previous pattern.

25X1 \*\* Comment. The information on the reconstruction of buildings at the field indicates that more quartering facilities are required. It is believed that billets for the AA units are yet to be provided.

25X1 \*\*\* Comment. Two AA batteries each of six 37-mm guns are believed to be located at the field.

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